

SHIPPING NEWS FROM ALL PARTS OF THE WORLD

CHARTERING WEAK; RATES AT BOTTOM

Shipping Trade Now Appears to Lead in Getting Back to Pre-War Charges.

The ship charter market closed weak yesterday after a renewed manifestation of the exceptional dullness of the last two weeks. Rates are now down to a level where profitable operation is possible only under extremely favorable conditions, and this leads to the belief among shipowners and brokers that the bottom has been reached. Shippers, they say, must soon awake to the fact that it will be greatly to their advantage to book business at the current rates.

Grain charters were especially weak, the late quotations for the Hamburg Antwerp range from Atlantic ports being 12 to 14 cents a hundred pounds; United Kingdom, 18 cents; West India, 18 cents; and the Mediterranean, 18 cents. The market believes that grain exporters are holding off in anticipation of the opening of great lakes and canal navigation late in April, which is expected to reduce prices at the seaboard. A renewal of buying will, of course, react favorably on charters.

It is significant that grain rates, as the market stood, are almost down to the lowest level of 1913, an exceptionally depressed year in shipping. The comparisons follow:

	Present.	High.	Low.
Greece	240	260	220
Q-14	130	140	120
Antwerp-Hamburg	12	14	10
United Kingdom	18	20	16
West India	18	20	16
Mediterranean	18	20	16

Shipping, on the basis of these figures, can claim the distinction of having deflated probably more than any of the manufacturing industries and more than any other transportation service. Costs of ship operation have not yielded from the 1920 peak to an extent at all comparable with the fall in rates.

Barth rates, quoted by line vessels, have not returned far from the pre-war figures as have charter or bulk cargo rates. But the tendency is the same, and recent disturbances in the rate conference have hastened the process, as is shown by the following comparative quotations for berth grain:

	Present.	Pre-War.
Liverpool	210	220
Christiana	180	190
Hamburg	150	160
Marseilles	140	150

The Liverpool quotations are in shillings and pence per quarter of 480 pounds; the others are in cents per hundred pounds. The rate conference, though the conferences are functioning on other rates in the same trades. Another interesting comparison is afforded by the berth rates on provisions:

	Present.	Pre-War.
Liverpool	60	65
Christiana	50	55
Hamburg	40	45
Marseilles	30	35

These rates are in cents per hundred pounds. They are all subject to conference support, with the exception of the Hamburg rate.

NEWARK WINS FIGHT TO BE EXPORT BASE

Newark becomes an export base as a result of an order of the Interstate Commerce Commission, effective yesterday. Hereafter freight rates on import and export traffic to and from the port of Newark will be on the same basis as New York City. The ruling was obtained after fifteen months of efforts by city authorities and business agencies.

The order, issued March 27 on the application of the Submarine Boat Corporation, directed that switching charges be absorbed on all import and export traffic in carloads and less than carloads of 12,000 pounds or more when the rate is not more than 10 cents per hundred pounds.

Abolishment of the switching charges was advocated before the Interstate Commerce Commission by Walter C. Miller, vice-president of the Submarine Boat Corporation. The Pennsylvania Railroad, Central Railroad of New Jersey and the Lehigh Valley Railroad were represented at the hearing.

MARINE NEWS NOTES

Beginning April 12 the Old Dominion Transportation Company will renew the passenger service between Norfolk and Portsmouth, Va., and New York City, which prior to April 1, 1920, was operated by the Old Dominion Steamship Company. Steamships will leave Norfolk on Mondays, Wednesdays and Saturdays at 7 P. M., arriving at New York at 3 P. M. the following day. From New York there will be sailings at 3 P. M. Mondays, Wednesdays and Fridays, steamships reaching Norfolk 10:30 the next morning. The liners Hamilton and Jefferson, owned by the steamship company, to the transportation company, have been extensively overhauled and refitted for the service.

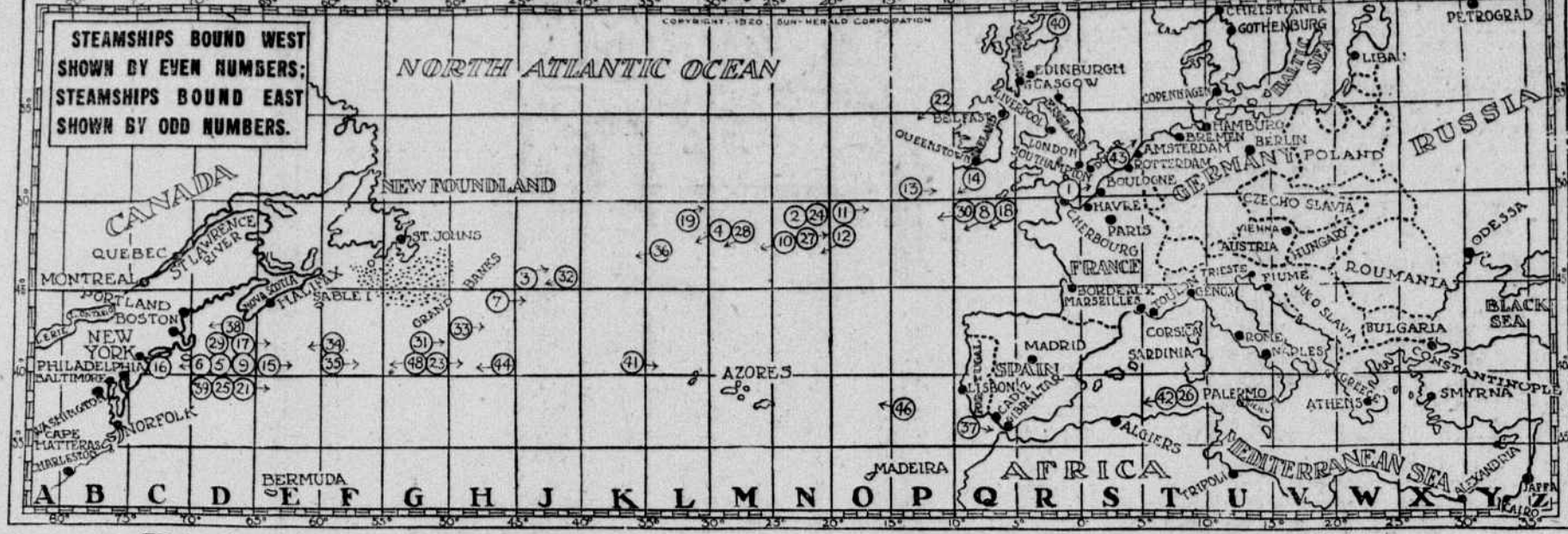
Imports in the New York customs district were \$115,222,000 in February, as compared with \$105,427,000 a year ago; exports were \$22,431,000, as against \$22,552,000 in February, 1921.

H. A. Stocker, freight agent at New York for the Pacific Mail Steamship Company, reports a substantial increase in intercoastal business. Steel especially is moving more strongly than a month ago, and the inquiries for future space give promise of a continuation of the boom, he says.

Milton MacDonald, vice-president of the North Atlantic and Western Steamship Company, left yesterday by the Olympic for Germany and Denmark, where he will look into shipping conditions generally and late developments in the design and construction of motorships specifically. Joseph L. Young, vice manager for Thomas Cook & Sons, also was a passenger of the Olympic.

The shipping men on the conference committee appointed by the Merchants Association to consider measures for the regulation of loaders on steamship piers include F. W. Ridgeway, operating manager for the International Mercantile Marine Company, and Oakley Wood, vice-president of the Barber Steamship Company, representing the American Steamship Association, and Capt. G. H. Barlett, operating manager for the Cunard Line, representing the Cunard Line. A member to represent the transatlantic conference is yet to be appointed.

Gouver A. Whalen, Commissioner of Port and Structures, will receive bids until Thursday, April 20, for the building of three steel diesel electric drive ferries for the Staten Island service. The first boat must be entirely completed within 245 consecutive calendar days from the date of certification; the second within 275 days and the third within 305 days. The security required will be \$250,000 if the contract is awarded for two boats and \$400,000 for three boats.



Distances in nautical miles on usual steamer tracks from Ambrose Channel—Sable Island, 648; Nantuxet (South Shoal) lightship, 193; Hatteras (Diamond Shoal) lightship, 330.

Key to Chart of Steamships Crossing the Atlantic

POSITIONS SHOWN AS AT NOON TO-DAY.
LETTERS DENOTE LONGITUDINAL SECTIONS IN WHICH STEAMSHIPS ARE LOCATED.

BOUND EAST				BOUND WEST			
No.	Name	Line	For	No.	Name	Line	From
1	Lone Star State	United States	Cherbourg and Bremen	2	America	United States	Bremen, Southampton and Cherbourg
3	Centennial State	United States	Plymouth, Boulogne and London	4	Old North State	United States	London, Cherbourg and Queenstown
5	Hudson	United States	Queenstown and Bremen	6	Susquehanna	United States	Bremen and Queenstown
7	Rochambeau	French	Havre	8	France	French	Havre
9	La Lorraine	French	Havre	10	La Bourdonnais	French	Havre
11	Haverford	American	Plymouth, Cherbourg and Hamburg	12	Minnekahda	American	Hamburg
13	Cedric	White Star	Queenstown and Liverpool	14	Baltic	White Star	Liverpool and Queenstown
15	Olympic	White Star	Cherbourg and Southampton	16	Lapland	Red Star	Antwerp and Cherbourg
17	Celtic	White Star	Queenstown and Liverpool	18	Aquitania	Cunard	Southampton and Cherbourg
19	Gothland	Red Star	Plymouth, Cherbourg and Antwerp via Halifax	20	Algeria	Cunard	London, Cherbourg and Halifax
21	Kronland	Red Star	Plymouth, Cherbourg and Antwerp	22	Carmania	Cunard	Alexandria, Naples and Gibraltar
23	Samland	Red Star	Hamburg via Philadelphia, on her maiden trip to Cherbourg and Bremen	24	Ryndam	Holland-America	Boulogne and Plymouth
25	Albania	Cunard	Queenstown and Liverpool	26	Mount Clay	United American	Hamburg
27	Nieuw Amsterdam	Holland-America	Plymouth, Rotterdam and Amsterdam	28	Seydlitz	North German Lloyd	Bremen
29	Noordam	Holland-America	Plymouth, Rotterdam and Amsterdam	30	Hamburg	Hamburg	Hamburg
31	Mount Clinton	United American	Hamburg	32	Orinda	Royal Mail Steam Packet	Hamburg, Southampton and Cherbourg
33	York	North German Lloyd	Bremen	34	Camerona	Anchor	Liverpool, London and Halifax
35	Orinda	Royal Mail Steam Packet	Cherbourg, Southampton and Hamburg	36	Stockholm	Swedish-American	Gothenburg and Stockholm
37	Patric	Fabre	Algiers, Palermo and Genoa	38	Providence	Fabre	Marseilles, Naples and Genoa
39	Colombo	Navigazione Generale Italiana	Naples and Genoa	40	Giuseppe Verdi	Transatlantica Italiana	Palermo and Genoa
41	Constantinople	National Greek	Patras and Piraeus	42	Megali Hellas	National Greek	Piraeus and Constantinople
43	Latvia	Baltic American	Danzig and Libau	44	Acropolis	American Black Sea	Constantinople and Piraeus

35 cabin and 15 third class passengers, mails and mail. Went to pier 7, North River.

Sir Paris (Fr.), Havre March 25, to the Compagnie Generale Transatlantique, with 120 first, 28 second cabin and 88 third class passengers, mails and mail. Went to pier 7, North River.

Sir Menemere (Br.), London March 18, to the Atlantic Transport Line, with mail. Went to pier 7, North River.

Sir Gallio (Br.), Hull March 17, to the Elmsford-Wilson Line, with mail. Went to pier 7, North River.

Sir Carver (Genoa), Genoa Feb. 20, to the Elmsford-Wilson Line, with mail. Went to pier 7, North River.

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STEAMSHIPS, EXCURSIONS AND TOURS

RED STAR LINE
Moderate Rates to EUROPE

Antwerp for Continental Points
Antwerp, with its main railway connections radiating in all directions, is the chief gateway to Europe. The Red Star Line carries you to this great port at a moderate rate, yet with every travel comfort and service that appeals to the experienced transatlantic passenger.

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Book early and secure just the rooms you want.

	New York	Plymouth	Cherbourg	Antwerp
LAPLAND	April 8	May 13	June 17	July 1
FINLAND	April 23	May 27	June 30	July 4
ZEELAND	April 29	June 3	June 10	June 14
KROONLAND	May 6	June 10	June 17	June 21

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RELANCE . . . May 16 June 13 July 11

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April 18 June 30
April 29 July 21

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SCANDINAVIAN AMERICAN

DENMARK, NORWAY SWEDEN, GERMANY and BALTI STATES

Heligoland, April 27
Frederiksvaer, May 4
Oslo, May 11
Copenhagen, May 18
Stockholm, May 25
Göteborg, June 1
Helsingfors, June 8
Tallinn, June 15
Riga, June 22
Vilnius, June 29
Kaunas, July 6
Lithuania, July 13
Poland, July 20
Prague, July 27
Vienna, August 3
Budapest, August 10
Bratislava, August 17
Zagreb, August 24
Belgrade, August 31
Sofia, September 7
Athens, September 14
Istanbul, September 21
Constantinople, September 28
Alexandria, October 5
Suez, October 12
Aden, October 19
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Singapore, November 2
Batavia, November 9
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